

A NEW USE FOR THE TEA PLANT.—The following circular is issued by Mr P. MacGregor:—I have been successful in grow-

find in Jersey and in the colony, from a few specimens of sea plants, raised from the best indigenous seed imported from India, which I am supplying in pots at 2s. per dozen, or 2s. each. The flower is a very pretty one, resembling a large myrtle blossom, and, being an evergreen of the

The Times publishes a translation of an article in the *Tempe*, written by M. Weyl, special correspondent, who accompanied Admiral Gervais over Portsmouth Dock-

Weyl says:—“Admiral Gervais summed up our impressions very well when, in reply to Admiral Fisher's friendly speech at the lunch at Whale Island, he said, ‘I have come, I have seen, I have admired.’ Certainly this excursion of five hours through this world which they call Portsmouth

idea of the power of England and her energy in preserving her naval supremacy.

portrait of H. E. the Governor, which arrived from London on Wednesday. The portrait, although it may not be a very powerful one nor a great painting, is a good likeness; or as one fair critic expressed it 'any one would know it was the Governor.' The portrait does not remain in Government House, nor does it go to the Colonial

CHINAMAN. His Excellency's only share in the matter having been to give a sitting to the artist at the Chinaman's request.

such a small remission would scarcely influence consumption. The argument ignored all past experience in such matters and the thirty-fifth report of the Commissioner of Customs justifies Mr. Goheen's more liberal anticipations. In the year under review the imports showed an increase of over 23,000,000 pounds. The British pro-

tea per head each year. Cocoa is also entering a greatly accelerated rate, not only as a beverage of high nutritive value, but as a component in sweetmeats and confectionery in many forms, dear to the juvenile world.—*Daily Telegraph*.

LEAHN says the correspondents of the *Glasgow Herald*, that the proceedings of the joint Anglo-Chinese Commission now sitting at Darjeeling to arrange the conditions of which trade between India and Tibet through Sikkim is in future to be conducted have proved quite satisfactory so far. The members are Mr. Paul, Assistant Commis-

concerned with the political and commercial side of the Sikkim question for the past five years, and the Secretary to the Chinese Resident at Lhasa, who is advised by Mr. James Hart, brother of Sir Robert Hart, the Inspector-General of Chinese Customs. Besides trade questions, such as the conditions under which goods and

Thibet, there are difficulties connected with the pasturage, the inhabitants of the valleys on both sides being in the habit of driving their cattle in the summer into the mountainous regions along which the frontier runs. The object of the arrangements on this subject is to prevent collisions between the owners and consequently disputes among the local

Silkim side of the passes, and doubtless the Tibetans will be allowed under conditions to continue to pasture their cattle here. As to trade, I find there is great doubt in official circles in London whether it will be possible to arrange for an entrepot for Indian trade in the Chumbi Valley.

the Tibetans are not acquainted with the system of treaty ports existing in China, and they may regard the opening of a town to which Indian traders would be free to go as a kind of annexation. Moreover, past experience has shown it does not follow because the Chinese agree to a particular course on behalf of the Tibetans that

Mr. Hennike: Heaton while on his way

representative of the colony, there and a something about postal and telegraph which may be interesting to many in Hongkong. With regard to Imperial Postage Mr. Heaton had expected that Victoria on which he was a passenger would have brought the first letters (sent by the sea route) bearing the penny stamp.

months, he feared, by the Postmaster General's death, but before his decease (Mr Heaton) had got quite friendly with him, and Mr Raikes had some reason to think that he would be able to get other of his views in a remarkable way. His friends need to say that he would be the death of the Post-master-General, was plain to say, for the happy reason

science in any form. When the postage was down to a penny, they were able to approach the French and Italian authorities for a material reduction in the annual sums paid them by the British Government for carrying the mails overland. At present the amount paid in excess of the agreed freight charges for the same time

carried in reducing the overland postage twice over. This still greater reduction therefore could not be delayed long. It was promised also to again draw attention to the charge at home of 1d on a newspaper to this island, whereas in Australia it is 2d, and from little Ceylon to England it is 3d.

I have in my possession all the Postal Guides in the world; and I have drawn up two plans, on the lines of one of which a new universal postal guide will be issued. The telegraph charges are now about

should be but a word really. I have to
the Indian—Inland of course the
lon—and the Australian Government
join the Imperial Government in buy-
up all the cable lines. Sir John Pender
who is practically the master of them
is prepared to sell them at a fair price,
they ought to be purchased. Just this

to Russia in Asia—to within 500 miles
the Indian frontier—at the rate of a
word.

DISORDERLY AND MILITARY DISCIPLINE.—Concerning the recent outbreak in the Cantonese district, the New York Commercial Advertiser points out that the tiny American army is becoming more unpopular every year, and that in each case the cause is probably the same, namely, the dislike for any kind of military discipline. It is not that the Chinese are so much more easily governed in England. It is that to our army regulations are an anachronism—a survival of feudalism, in the midst of a state of society to which feudalism is totally alien. We fear that this is but too true. Else why do so many of the rank and file of our army find the life of a private soldier so stifling as to be absolutely intolerable? Their pay is liberal, their rations abundant, their physical comfort in every way closely looked after. And yet they are profoundly dissatisfied with their life. And the reason is that this life is profoundly out of harmony with their environment.

Recent failures among Chinese traders at Samang.—The *Locomotive* has called attention to shortcomings in the commercial laws there as to fraudulent bankruptcy. At present, Chinese traders have every facility to fail, and to defraud their creditors by making away with most of the assets. The application of European ideas in legislation to Asiatics is said to lie at the root of the evil. The idea of a compulsory bookkeeping in Malay by Asiatic traders tends to favour the Government and the only course seems to be for the European firms to combine to refuse dealing with Asiatics, who do not keep their books in Malay or Dutch, but whose incomes hardly go to run a length. Chinese traders, it should be noted, lay out most of their available cash in easily portable valuables and readily find means for embezzlement, when failure is at hand. They are not scrupulous in the means to which they resort, and care little for the public announcement of insolvency. In the struggle for gain with the European wholesale houses, a Chinese trader sticks at nothing to secure success. As matters now stand, not much can be made out of the books of Asiatic insolvents. They deposit their savings in jewels or banknotes with relations or intimate friends. Goods they can easily make away with in their places of business or residence. In such cases, failure generally results in the Chinese securing a second chance, while the debtors get whitewashed, and come out with a handsome profit, enter into business again either in person or through some man of straw. Unsound as the state of things is the Government finds difficulties in the way of amendment.

The Jiji Shimpu publishes a letter from its Seoul correspondent on the subject of the amount of trouble in the Korean capital. The communication is dated the 11th and 12th Sept., and runs as follows:—“After his return from captivity in China, the Tai-on-kun lived in strict seclusion, but suddenly on the 8th inst. he ordered his largest retinue to be opened to visitors, numbers of whom at once began to arrive, the old statesman welcoming them all. His conversation was reported to be always political, and much uneasiness was felt by the Government. Many rumours are afloat, alleging that the Tai-on-kun has always desired to see Korea under Chinese protection, and that as he deems the present time critical, he is resolved to attempt the consummation of his wish. Others are of opinion that his activity is primarily caused by his anxiety to the Min family, whose power and influence in the State he thinks too great to be overlooked. Another explanation is that the Tai-on-kun has been approached by Mr. Yan, the Chinese Representative, who has promised him a handsome sum of money in return for his aid in the present crisis. The truth has still to be elucidated.”—*Japan Mail.*

THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Hon. J. H. Stewart, Registrar General, presided, and there were also present—Dr. Ayres, Colonial Surgeon; Mr. G. Horspool, Acting Captain Superintendent of Police; Mr. J. J. Francis, Q.C.; and Mr. J. D. Humphreys, and Mr. H. McCallum, Sanitary Superintendent.

THE 'HYGIE' AND THE 'MELBOURNE.'—Mr. Humphreys proposed that Dr. Ho Kai, Dr. Cantlie and the Colonial Surgeon be requested to act as a committee to consider the question of the Hygie.

Mr. Francis—Dr. Cantlie will not serve on it.

The Colonial Surgeon—There is no use my discussing with two men who are dead against me. We shall never arrive at anything. You can take Dr. Cantlie's and Dr. Ho Kai's opinion at once. I have already put my opinion on paper, and the Hygie can be sent back. There is already a staff on board and six small-pox patients.

Mr. Humphreys' motion was not seconded.

At a subsequent stage a letter from Dr. Atkinson was read, reporting that three cases of small-pox had been removed from the *Delphos* to the Hygie.

The Colonial Surgeon—Three more cases were removed to-day from the same ship and there are now in the Hygie three engineers, two officers and a mate. The ship does not carry emigrants from Jeddah to Singapore and it took no trouble to protect its crew in any way, although coming from a small port and carrying emigrants who all suffer more or less from small-pox. There are already some cases on board, and they had at least one death to my knowledge—whether more I cannot say—before they got to Penang. Beyond cleaning the ship nothing seems to have been done to protect the crew. They came on here with 600 Chinese. The only case of small-pox among them was the infection came to them from the *Jeddah* passengers. There has not been time for the Chinese to give it to them as the Chinese had not been on board 12 days. In being quarantined, I think the ship only got what it thoroughly deserves. They had a surgeon on board, and a couple of stilling, word of vaccine would have sufficed to protect the crew and look after the emigrants they had on board.

Mr. Francis asked why the notices to the Board had not come from the Health Officer.

The Colonial Surgeon—The Medical Officer of Health has no connection with the Board. Dr. Atkinson gave the information as a mere matter of courtesy.

Mr. Francis—What steps are being taken to segregate the Chinese?

The Colonial Surgeon—They are on board the ship. They are segregated as far as possible from the crew. No case has occurred among them. The small-pox broke out among the crew only on arrival here. The cases were removed immediately, and there is no fear of infection as far as the Chinese are concerned. Those attacked were only in the first fever stage. I propose that the Chinese emigrants be vaccinated and sent ashore.

Mr. Francis—This is an illustration of how powerless the Board is to say one single word in a matter that concerns the health of the Colony. The Colonial Surgeon can do just what he likes, carry out any theory he thinks fit, and the Sanitary Board cannot interfere with his discretion.

The Colonial Surgeon—No Sanitary Board has power over quarantine.

Mr. Francis—We are responsible for the health of the Colony and we have no power to prevent these 600 Chinese being put on shore.

The Colonial Surgeon—I am responsible to the Government for what I advise, but Mr. Francis, Dr. Ho Kai and Dr. Cantlie are not responsible to anybody for what they advise.

Mr. Francis—The Sanitary Board might pass resolution that it is inadvisable for these 600 emigrants to land, and the Colonial Surgeon might land them to-morrow. The Colonial Surgeon said that he would not be so foolish as to disregard a demonstration of that sort. The Sanitary Board bookkeeping in Malay by Asiatic traders tends to favour the Government and the only course seems to be for the European firms to combine to refuse dealing with Asiatics, who do not keep their books in Malay or Dutch, but whose incomes hardly go to run a length. Chinese traders, it should be noted, lay out most of their available cash in easily portable valuables and readily find means for embezzlement, when failure is at hand. They are not scrupulous in the means to which they resort, and care little for the public announcement of insolvency. In the struggle for gain with the European wholesale houses, a Chinese trader sticks at nothing to secure success. As matters now stand, not much can be made out of the books of Asiatic insolvents. They deposit their savings in jewels or banknotes with relations or intimate friends. Goods they can easily make away with in their places of business or residence. In such cases, failure generally results in the Chinese securing a second chance, while the debtors get whitewashed, and come out with a handsome profit, enter into business again either in person or through some man of straw. Unsound as the state of things is the Government finds difficulties in the way of amendment.

MISCELLANEOUS.—In connection with the report on the water analysis, the Colonial Surgeon said the Hongkong water was far and away the purest water that could be got anywhere. A complaint from the Civil Hospital of an offensive smell from fish preserving operations was submitted.

Mr. Francis suggested that the proper course was to obtain an injunction from the Supreme Court.

The Colonial Surgeon said the Hospital authorities had not time to search out the places where the offensive smells arose. He thought the matter ought at least to be removed from the European quarter. The terrible stench was injurious to the sick in the Hospital.

It was agreed that the Board enquire into the nuisance, and if found to exist, give the necessary notice to abate it.

Mr. Francis withdrew his resolutions with reference to the Hygie.

Mr. Ladd obtained 14 days leave to visit the Vaccine Institute in Saigon.

A letter was read from Mr. Woo Lin Yuen asking to be excused from attendance for two months, as he was temporarily leaving the Colony on account of bad health.

HONGKONG JOCKEY CLUB ANNUAL MEETING.—The annual general meeting of the Hongkong Jockey Club was held at the City Hall this afternoon, Hon. P. Byrie presiding.

The Chairman said—Gentlemen, we have very little to do to-day. Our report as you have seen is not very voluminous; it merely states what we have been doing to the course for its improvement. At present we are not spending anything; we are keeping the expenditure within proper bounds. The report itself I think is eminently satisfactory. We have got \$12,000 in the bank, and a balance of \$484, which looks very well for the Club. I only hope to what is to be done in former years, and everybody has every reason to believe that it will be. I don't think there is anything further to say, and I shall now propose that the report and accounts as presented be adopted by this meeting (applause).

Mr. H. J. Scott seconded and the motion was carried *unanimously*.

The Chairman—I don't know whether any member has been asked to make with regard to the furthering of sport in the colony, but if so he will be listened to with the greatest attention.

No remarks having been offered, the meeting proceeded to ballot for the election of stewards.

The Chairman—I may mention that Mr. W. H. Forbes will not offer himself for reelection; the other stewards are prepared to sit if elected.

The undermentioned gentlemen were elected Stewards—Honorable E. Byrie, Honorable J. H. Francis, Honorable G. P. Chater, Messrs G. S. Cozart, J. D. Humphreys, J. Grant, R. M. Gray, M. Grote, B. L. Woodin, and H. Hopple.

The Stewards are the same as last year, with the exception of Mr. Humphreys, who takes the place of Mr. W. H. Forbes. This concluded the meeting.

CORRESPONDENCE.

THE DOUGLAS STEAMSHIP COMPANY.

To the Editor of the 'CHINA MAIL.'

Hongkong, Oct. 2nd, 1891.

Sir,—In reading over the Chairman's speech to the meeting of The Douglas Steamship Company Limited, I was particularly struck with his remark that 'they were fortunate in getting the premium of insurance reduced from 9 per cent. to 8 per cent. It appears to me that 8 per cent. is a tremendous high rate to pay for the work the steamers have to do, and I feel sure it could very readily be done in London for 5 per cent. To residents here who know the efficient state those steamers are kept, it certainly seems too much. The General Managers ought to do something for their \$60,000.—Yours,

ENQUIRER.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. E. J. Atkyns, Acting Puisne Judge.)

Friday, October 2.

LUCAS v. THE MOUNT AUSTIN HOTEL CO., LIMITED.—\$200.

His Lordship in giving judgment in this suit said the facts appeared to him to be as follows:—A man named da Cruz, a clerk in the employ of the defendant company, obtained by some means a certificate under the seal of the company, duly signed by two directors, showing that a certain Mr. da Cruz was the legitimate owner of two shares of the company. In February 1890 da Cruz went to the plaintiff and said his sister, Mrs. da Cruz, was in want of money and wished to sell those shares and the plaintiff agreed to take them. Next day da Cruz and a lady who he said was his sister came to the plain-

tiff's store and brought the share certificate in question and the plaintiff being satisfied as to its genuineness paid the lady \$200 for it. On the plaintiff's presenting the document for registration it was discovered that these shares did not belong to Mrs. da Cruz but to Sir Quin, in Poonch, and that the certificate must have been obtained by fraud. Mrs. da Cruz had been called and denied having had anything 'to do with the matter or overpassing the shares. His Lordship, after going at great length into a number of cases bearing on this, said the plaintiff rested his claim against the company for the price of the shares on the instrument of transfer of the shares purporting to be duly executed by Mrs. da Cruz. He said the plaintiff, but after carefully going into the case cited he could come to no other conclusion than that the plaintiff had no remedy against the defendant company.

Mr. Wilkinson was for the plaintiff, and Mr. Heald for the defendant company. Mr. Heald's counsel, Messrs. Weller and Deacon's Office for the defendant company.

HONGKONG.

SIR WILLIAM DES VOEUX AGAIN.

Our late Governor has an itch for writing. He has not been long in England without taking up his pen. In the *Times* of 29th August received by the German Mail, we find the following letter:—

To the Editor of the 'Times.'

Sir,—I have much obliged it, in justice to the colony of Hongkong, you would correct an error in the article entitled 'The Commonwealth of Australia' which appears in your issue of this morning.

It is there stated as follows:—'The colony of Hongkong is a possession of the United Kingdom, and is situated on the coast of China, between the 22nd and 23rd degrees of North latitude, and the 113th and 114th degrees of East longitude.' The writer is evidently unaware that the port of Victoria, Hongkong, surpasses, in respect of tonnage, all other ports in the world except those of London and Liverpool (and possibly that of New York, of which I have never seen the returns).

Though I have not the actual figures by me, I am able to say that the returns which reached me just before I left the colony showed the aggregate capacity of vessels entered and cleared at the port of Victoria, Hongkong, in 1890, to considerably exceed 13 millions of tons, the Hongkong port thus surpassing in this respect, not merely the port of Melbourne, but the ports taken together of the Australian colonies of Victoria and New South Wales.

In my report of 1889 on the conditions and prospects of Hongkong, I gave the tonnage for 1888 of vessels entering the port of Victoria, and the tonnage of the colony of Victoria, I observed, quoted in 'Whitaker's Almanack,' it may possibly be useful to some of your readers to explain that the number requires to be about doubled for vessels entered and cleared; and I may add that in this matter of tonnage the colony of Hongkong for 1890 considerably surpasses those of all former years.

I am, Sir, your obedient servant,

WILLIAM DES VOEUX, Late Governor of Hongkong.

Post's Quay Place, Post's Quay, Kent, Aug. 28.

The following article in the *Times*, which is practically a summary of his unspoken speech on the prospects of the colony, may be traced to our late Governor or to his inspiration:—

Amongst the 42 Governments which constitute Her Majesty's colonial possessions, there are some which habitually absorb so much attention that they are almost overlooked, and the less dramatic history of others. Hongkong is not, however, one of those which can be forgotten. With a harbour ten miles square, in which, as Sir William Des Voeux reminded us on Saturday, the amount of tonnage is about 13,000,000 tons, and the colony of Victoria, the town of Victoria in Hongkong occupies the position of one of the principal centres of the world's commerce. The trade with China, and thus, like from the point of view of peace and of war, constitutes too important a link in the chain of British communications to be for any long period of time lost sight of. Its history has been for years past one of constantly increasing importance, and the last address on the subject of the financial condition, which Sir William Des Voeux laid before the Legislative Council before taking his leave of the colony as Governor, points to a prospect of equal promise for the future. Taking in to the account the colony's local resources, foreign and Chinese trade, and bank deposits, the address shows that, at the end of 1889, there were 26 public companies whose shares were dealt in in the Hongkong market, having an aggregate paid-up capital of £20,720,000. At the beginning of 1891 there were 54 public companies, with a paid-up capital of £47,045,000, and at market value of £77,200,000, which gives an increase, in the value of the companies, of £56,500,000 of paid-up capital. Of shipping cleared and entered, the tonnage rose in the same period from 12,609,000 to 13,600,000. In a free port this is the only indication which can be obtained of the volume of foreign trade. The trade with China, which could be estimated from the Chinese Customs reports, showed an increase in 1890 of about \$1,760,000 on the preceding year. Possibilities of increase have been indicated in an alarming dimension in the returns of the colony's revenue, while, at the same time, money was reported by the Registrar-General to be very plentiful with the Chinese, amongst whom it was obtaining unusually low rates of interest. The population of the colony has risen since the last census from 100,000 to 220,000. These figures of prosperity are especially interesting in relation to the questions of an increased contribution for military defence and of increased salaries to the public servants of the colony, about which some friction arose towards the end of last year. The extra £20,000 which was asked for by the Imperial Government for purposes of military defence was voted in the early part of the year without demur, under the impression that another English regiment would be quartered at Hongkong. When it was found that the intention was to reinforce the garrison with native troops, in accordance with the new

scheme for Eastern stations, the discontent aroused was so strong that the official members of the Council protested against the payment of the contribution. The payment was made by sanction of the official vote, which has a majority in the Council, and the unofficial members signified their disapproval by a request that the Secretary of State would refuse to sanction the expenditure which they had already voted for the purpose of the contribution of the public service. The contention of the Council was that the financial position of the colony did not warrant an increase of expenditure in both directions, and, in the heat of contest, they had been received as entirely accurate, would have been not a little damaging to the credit of the colony. The facts are, however, as shown by the report of Sir William Des Voeux, the other way. The revenue of the colony can well bear the extra charge which has been laid upon them, and there is good reason to hope that, in taking up his new duties as Governor, Sir William Robinson will find that the little unpleasantness has entirely passed away.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The following is the report for presentation to the shareholders at the eighteenth ordinary meeting to be held at the Society's Offices at noon, on Saturday, the 10th October, 1891.

The Directors have now to submit to the Shareholders a Report of the business of the Society for the Year 1890, and for the six months ending the 30th June 1891.

1890.—The net Premium collected for the year, after deducting Reinsurances and Reimbursements, amounts to \$1,147,234.97. After providing for a Bonus of 18 per cent. Contributions paid in May last, there remains at Credit of Working Account a balance of \$164,862.14 as per annexed statement.

From this sum the Directors recommend the payment of a Dividend of \$6.50 per Share, equivalent to 20 per cent. on the paid-up Capital of \$25 per share, and an addition to the Reserve Fund of \$33,000, raising the Reserve to \$89,822.14. They propose to carry forward to meet liabilities and claims still outstanding, and thus close the account for the year 1890.

1891.—The position of the Society for the present year, as far as it can be ascertained, is as follows:—

Balance of Working Account to the 30th June as per annexed statement \$413,005.02

Add estimate of Premium to 30th September 320,000.00

\$733,005.02

Estimate of Losses to pay 200,000.00

\$533,005.02

The Directors—Since the last General Meeting Mr. C. J. Holliday has been invited to join the Board, and his election now requires the confirmation of the meeting.

In accordance with clause 10 of the Articles of Association, Messrs. P. Byrie and J. J. Francis retire, but offer themselves for re-election.

Auditors—Messrs J. H. Cox and R. Loyal retire, but offer themselves for re-election.

F. Byrie, Chairman.

THE RAUB AUSTRALIAN SYNDICATE, LIMITED.

The Directors beg to submit herewith the Fourth Balance-Sheet of the Company's operations, embracing a period of six months, to 31st July, and including the Singapore accounts to 30th June.

The quantity of stone mined and treated has been 1,360 tons, yielding 925 ounces of gold. Crushing finished on the 11th June. The machinery was then overhauled and the mills started again on 14th July, but shortly after had to cease working owing to want of water. The manager estimates that the quantity of stone mined and treated, carrying good gold, at gross, and it is satisfactory to note that the western side, from which most of the crushing stuff is obtained, appears to get richer as the season advances. The manager has been instructed to report generally on the progress, and the balance sheet, and to arrive in time for the general meeting.

A considerable addition to the crushing plant is contemplated, specifications being in course of preparation. Working machinery and free miners have already been engaged. There are at present 16 Europeans and 153 coolies employed at the mine.

Instructions have been given to close the London Office referred to in last report, counsel having advised that the Articles of Association do not permit its establishment.

Brisbane, 20th August, 1891.

THE SELAMA TIN MINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the second ordinary meeting to be held at the Office of the Company, Queen's Road, Victoria, Hongkong, on Saturday, the 10th October, 1891, at 12 o'clock noon.

The Directors have the pleasure to submit their report on the working of the Company, together with a statement of accounts for the twelve months ending 30th June last, showing a further sum of \$36,609.45 at debit of working account in connection with the property at Selama, and \$18,273.95 on the properties at Blanda Mahok and Tekka (Kinta).

The balance at Selama are offered for sale to the Perak Government for \$3,550, the difference of \$1,054.61 has been written off to depreciation; this amount, together with the cost of roads and other buildings, considered as an asset in last year's accounts, are included in the amount at debit of working account.

The Selama account shows a total debit of \$71,493.32 and Blanda Mahok and Tekka \$24,001.17.

Selama.—A few days prior to our last annual meeting a spring was tapped in the 147-ft. level, which depressed the pump and caused the water to rise to the level of the 147-ft. level, and the pump to stop. The water was found, and as Mr. Lave on 'opening out and driving levels from Hooper's old shaft, where the original specimens of tin ore were found, could discover no trace of tin, and his reports being regarded as the probability of the shaft being a waste of labour, it was decided to abandon operations at Selama.

This result was totally unexpected by all, no doubts or fears had been entertained as to the existence of a lode rich in tin.

Mr. Hooper's Report handed over by the Perak Tin Mining and Smelting Company stating that 'It was mere waste of time continuing the sinking of his old shaft, the richness of the lode at that point being proved beyond all doubt, having been generally accepted, the development of the property was left in his (Mr. Hooper's) hands, with the present lamentable result.'

Early in November, 1890, Mr. W. Warren, by permission of the Honorable C. P. Chater, examined and reported on Selama and other workings in Perak. His opinion was quite adverse to Selama, but very favourable to Tekka, he stating that—

'This country is the most promising every way and especially for gold mining which I have seen anywhere in the Malay Peninsula, the shaft has been sunk some 20 feet and shows results which I regard as eminently satisfactory; it is sunk almost its entire depth in good solid rock.'

There is no manner of doubt about the rock so far mined being stanniferous, or tin bearing, especially nearer the surface, but though it may turn out to be richer in tin than it is now, my strong impression is that it will become or show more the characteristics of a rich copper lode, than a tin one.'

Blanda Mahok he regarded as a little more uncertain, very little work however had then been done there.

On receipt of Mr. Warren's report, your Directors were compelled to believe that Mr. Hooper under the impression that the new shaft had been started, was devoid of the necessary technical knowledge required to originate and carry on the proper work required for the successful opening up of a lode; they consequently wired the directors of the Selama Tin Mining and Smelting Company, and have secured the services of Mr. George Lave, who arrived at Penang on the 4th of April.

Your Directors are glad to say that Mr. Lave has a very high opinion of Tekka, and Blanda Mahok, and regards the prospects as extremely promising.

Last month one of your Directors, Mr. J. Orange, visited Perak on behalf of the Board, and his report is annexed; a valuable concession has been obtained for the Company from the Government, and it is gratifying to see that there is every disposition on their part to aid this Company, which so far has met with such misfortune in its operations.

The prospecting permit over 360 acres at Blanda Mahok has been allowed to lapse. No machinery has been purchased with the exception of pumps.

Directors.—The Board of Directors by the Articles of Association are entitled to remuneration, this amount under present circumstances may be deemed proper, and it is gratifying to see that there is every disposition on their part to aid this Company, which so far has met with such misfortune in its operations.

Mr. Orange was invited to join the Board, and his appointment requires confirmation at this meeting. Messrs D. Gillies and J. Orange retire, by rotation, but are eligible for re-election.

Audit.—The accounts have been audited by Messrs F. Henderson and V. A. Caesar Hawkins—Mr. Hawkins having been requested to accept the position of auditor voted by Mr. A. W. Mansard.

These gentlemen offer themselves for re-election.

W. H. Ray, Chairman.

Hongkong, 30th September, 1891.

A ROMANCE OF THE PEERAGE.

(Indian Pioneer.)

The romance which traced the heirloom of the Gardner title to a poor Eurasian in the Black district of the East End of London, yesterday, that the accession to a wealthy earldom devolves upon one of the small aristocrats of Northern India. Of Brice, third Earl of Milford, and his wife, there were born three sons, Joseph and John. Joseph had three sons, the eldest of whom succeeded his grandfather as fourth Earl. The fourth Earl again had a large family, and the grandchild of Brice altogether take up the best part of a column in the pages of Burke's *Peerage*. But the stock suddenly dwindled away; the fifth Earl died unmarried in 1871, and the whole branch became extinct by the death of his brother and successor in the Earldom, Edward Nugent Lescoe. Messrs Joseph and John Lescoe, the eldest son of the fifth Earl, were married, and had two sons and two daughters. Major Lescoe was not able to make much provision for his children, and both sons found billets in the old Customs Department, of which it may be said that no one would enter it if he had any chance of getting anything else. Joseph, the younger Lescoe, the eldest son, married however, as men with small pay and no prospects always do, and when late overtook the Department was retired upon a more pliant life. It is his eldest surviving son, George Lescoe, to whom the second Baronet's title has been passed, and who, without the faintest doubt that he must be the man. The seventh Earl of Milford was at the present moment, we believe, at Umballa, and, having been provided with funds from home, starts off to take over the hereditary estates in County Wicklow.

ROBERT PRITZ, Chairman.

Brisbane, 20th August, 1891.

TELEGRAMS BY THE GERMAN MAIL.

BARON HIRSCH'S NEW COMPANY.

London, September 11th.—Baron Hirsch has floated a company, with great trading and financial powers, to promote the emigration of the oppressed poor Jews in Europe and Asia to America. There are eight subscribers to the company, including the Rothschilds and Julians (Goldman). The capital is placed at two millions.

PRINCE GEORGE OF GRECK DEPARTED BY THE CAR.

St. Petersburg, Sept. 11.—The Car has personally decorated Prince George of Greece with a gold medal for saving the life of the Czar's wife in Japan (1).

THE NEW RULES OF MANU—THE SELECTION OF THE INDIAN GOVERNMENT.

Allahabad, September 14th.—The Government has selected Chandra Chaud, the great grandson of Raja Kashi, as Raja, not Maharaja, of Manipur. The new Raja is 59 years old, has several elder brothers, and no sort of claim to the Gaddi, but has been simply chosen by the Government, who have foregone the right to annex. Tributa will be exacted, and the State will be thoroughly subordinate. The succession will be by primogeniture, subject to Government approval. During the minority the State will be in the hands of a British officer, Major Maxwell probably remaining.

THE DUKES OF CAMBRIDGE ON THE SHORT SERVICE SYSTEM.

London, September 14th.—The Duke of Cambridge, at the inspection of the Royal

Scots on Saturday last, dwelt upon the disadvantages the army suffered from through the short service system.

A GERMAN FORGER NOTED IN EAST AFRICA.

Zanzibar, September 13th.—Admiral received news reported the defeat of a German force by the natives of Ushuhu on August 17th. A number of officers, including Zolowski, his commanders, and many men, were killed, and several were captured by the natives.

Zanzibar, September 14th.—Further particulars of the defeat of the German force in Ushuhu state that ten officers and three hundred negroes of Zolowski's expedition were killed.

THE SCARF OF BALMORAL.

New York, September 15.—News has reached here that the ex-prince of Balmoral, disguised as a drunken sailor, was snatched by the Admiral aboard the American flag-ship which at once sailed for Calicut. The Junta is increased at his escape.

THE FLOODS IN SPAIN.

Madrid, September 15.—Hundreds of bodies are floating in the Tagus river in the south of Spain, and the survivors are dying from starvation.

Madrid, Sept. 15.—A national collection has been opened in this city for the relief of sufferers by the floods. The Queen Regent has headed the fund with a donation of six thousand pounds sterling. The horrors of the situation in the town of Cuenca are indescribable.

THE 'TIMES' ON THE ROUTE TO INDIA.

London, September 16th.—The *Times*, in an article this morning, says that the appearance of Russia in the Mediterranean would strengthen the claim of the Suez Canal, via the Cape is the true route to India, and that Cape Town is the proper depot for Indian relief. England, the article says, would close the Suez Canal and adopt the Cape route in the event of an European war.

RUSSIA FOUNDS SCHOOLS IN TRANSBAKIA.

St. Petersburg, September 15th.—The Russian Government intend to found schools at Merv, Chardjuy, and Tikhikish, in order to hasten the Russification of those parts.

PERFORMANCE OF 'LOHENGGRIN' IN PARIS—EXCITEMENT OF THE MOB.

Paris, September 15th.—A performance of the opera of *Lohengrin* was given at the Paris Opera House to-night before an immense audience, and proved a great success. Whilst the opera was proceeding a huge and uproarious crowd assembled outside the building shouting down the name of the composer, Wagner, and cheering frantically for Alsace-Lorraine. An incessant scuffle took place between the police and the mob, but nothing serious happened, though over a thousand arrests were made.

Paris, September 17th.—No further disturbance has occurred since the demonstration at the opera house yesterday evening. Only fifty of those arrested by the police have been detained.

THE DEMOCRATIC CONVENTION OF NEW YORK.

New York, September 16th.—The Democratic Convention of the New York State has nominated Mr. Flower for the Governorship of the State. The Convention has passed a resolution demanding equal value for every dollar circulated, and denouncing Senator Sherman and the silver law.

THE AGREEMENT OF THE TRIPLE ALLIANCE.</

Mails.

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)
Empress of Japan, Tuesday 13th Oct.
Empress of China, Tuesday 10th Nov.
Empress of India, Tuesday 18th Dec.

THE R. M. S. EMPRESS OF JAPAN,
5,900 tons, Captain G. A. Low,
sailing at Noon on TUESDAY, the
13th October, with Her Majesty's Mails,
will proceed to VANCOUVER, and SHANG-
HAI, INLAND SEA, KOBE and YOKO-
HAMA.

RATES OF PASSAGE.
(In Mexican Dollars.)
FROM HONGKONG, FIRST CLASS.

TO	One way Pass.	Prepaid Return
Vancouver, Victoria, Es- quimaux, New West- minster, B.C.	225	338 394
Port Townsend, Seattle, Tacoma, Wash.	225	338 394
Portland, Ore., San Fran- cisco	225	338 394
Banff, Calgary, Albu- querque, Minn.	275	413 482
Minneapolis, St. Paul, Du- luth Minn.	285	428 499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443 517
Milwaukee, Wis.	295	443 517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	305	458 534
Hamilton, London, Toron- to, Ont.	305	458 534
Rosario, Niagara Falls N.Y.	310	468 543
Kingston, Ottawa, Ont., Montreal, Quebec, Que.	310	468 543
New York, Albany, Troy, Rochester, N.Y.	310	468 543
Baltimore, Md., Philade- phia, Pittsburg, Pa.	310	468 543
Washington, D.C., Boston, Mass. Portland Me.	310	468 543
Halifax, N.S., St. John, N.B.	310	468 543
Liverpool, and London via Liverpool	335	575 650
Paris via Liverpool and London	345	585 660
Havre via Liverpool and London	345	585 660
Bremen, Hamburg	345	585 660

2nd class steamer and 1st class on rail,
and 2nd class steamer and 1st class on rail,
age fares and rates to other places, quoted
on application.

The Steamers call at Victoria to land
and embark Passengers.

Return Tickets.—Time limit for prepaid
return ticket is reckoned from date of issue
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
European officials in service of China or
Japan, and to Government officials.

Cargo.—Through Bills of Lading issued
to Japan, Pacific Coast Ports, and to
Canada and United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. E. Brown, As-
sistant General Freight and Passenger Agent,
Vancouver, B.C.

Passengers must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage
and Freight apply to
DODWELL, GARRILL & Co.,
Agents.

Hongkong, September 22, 1891. 1817

Occidental & Oriental Steam- Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic, Tuesday, October 20.
Belgic, Tuesday, Nov. 11.
Oreovic, Tuesday, Dec. 3.

THE Steamship GAELIC will be
despatched for San Francisco, via
Yokohama, on TUESDAY, 20th October,
1891, at 1 p.m., connection being made at
Yokohama with Steamers from Shanghai
and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First Class.

To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.

To Liverpool and London.....\$325.00
To Paris and Bremen.....\$345.00
To Havre and Hamburg.....\$335.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
European officials in service of China
and Japan, and to Government officials.

Passengers by this line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—

4 months.....\$337.50
12 months.....\$397.75

Time is reckoned from date of issue to
date of re-embarking at San Francisco.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
day the Company's Office until 5 p.m. the
at previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. E. VAN BUREN,
Agent.
Hongkong, September 28, 1891. 1854

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUER, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.E.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 24th day of Octo-
ber, 1891, at 3 p.m., the Company's
S.S. BAYERN, Captain T. Minow,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till 5
p.m., on the 23rd October. Cargo will be
received on board until 1 p.m., Specie
and Parcels until 10 a.m. on the 24th
October. (Parcels are not to be sent on
board; they must be left at the Agent's
Office). Contents and Value of Packages
are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, September 28, 1891. 1861

Intimations.

NOW READY.
PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.

Can be obtained from KELLY & WALSH
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CRAWFORD & Co., Hongkong, and at the
China Mail Office.

THE REVENUE OF CHINA.

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Reprinted from 'The China Mail.'
WITH AN APPENDIX.

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and may be had at the
Office of this PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH,
and Mr. W. BRIDGES.

Price, 50 Cents.

SHARE LIST.—QUOTATIONS.—OCT. 2, 1891.

Stocks.

Bank of China, Japan and Straits, Ltd., 100,000 \$ 125 all 169 3/4 prem. cash

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Contents:
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The Rapids of the Upper Yangtze.
The 'Vale-mo-mu' of the Traveller
through the Gorges of the Great River.
Special Observations.
A Journey in North Szechuan.
Nan-shan and the Kung-tan River.
Up the Kiang River.
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(2) Illustrated Papers and Books for the
Student's Reading Room and Library.

Address to
JOHN C. THOMSON,
Hon. Sec. to the College.
Hongkong, February 25, 1891.

RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted
from the China Review, contains one of the
best Sketches of Formosa Life yet written.
A few roughly-executed Woodcuts are
included in the pamphlet.

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TO FACILITATE FINDING THE POSITION OF ANY VESSEL IN THE HARBOUR, THE ANCHORAGE IS DIVIDED INTO ELEVEN SECTIONS; COMMENCING AT
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections; commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
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2. From Blue Buildings to East Point.
3. From East Point to North Point.
4. From North Point to Kowloon Wharves.
5. From Kowloon Wharves to Jardine's Wharf.

Section.
1. From Naval Yard to Blue